# CONNECTICUT INDUSTRY

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# CONNECTICUT INDUSTRY

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ANNA B. SANDS, Editor

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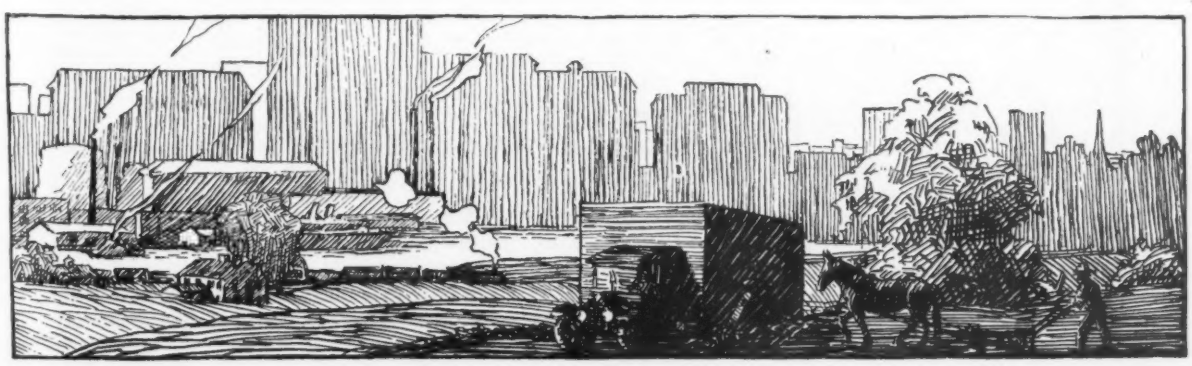
## IN THIS NUMBER







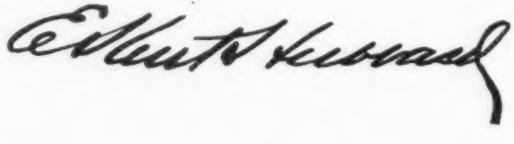
# MANUFACTURING—A PUBLIC UTILITY?

Word has come that Senator LaFollette is speeding westward in order to induce the Wisconsin senate to reconsider the resolution, which it refused to adopt, demanding Government ownership of railroads.

The good and conservative people of the great state of Wisconsin have apparently permitted capitalism and the railway octopus to grip them again, if the attitude of the state senate is indicative of the attitude of the people. Having few of the capabilities of his distinguished father, Senator LaFollette seems to be unable to keep the people of his own state in line or rather out of line and at the same time give proper attention to his senatorial duties. While the Wisconsin senate was busily engaged in permitting capitalism to lift its poisonous head in the state, the Senator was in Washington demanding in sonorous tones a special session of Congress. Such activities occupy the between-sessions time of the Senator who, with Mr. Borah and Mr. Norris, has taken it upon himself to keep the citizens of the country informed of the faithlessness of those in the high places of our Nation.

There is a possible connection between the request for a special session of Congress and the activities of the anti-rail group in Wisconsin. This connection is possibly more serious than would seem at first blush. We are but recovering from the idiotic and chaotic effects of Federal control of rail lines. To the simple-minded man it would seem as though the experience of the past would leave no doubt as to the un-wisdom of government control. But the simple-minded man does not take into account the quirks and the brains of the elaborate minded.

Government control of rail lines must be fought to the bitter end if our industrial, agricultural and commercial enterprises are to prosper. Government control of industry and of agriculture could reasonably follow government control of our greatest public utility, for we must not forget that during the past year the legislatures of four of the states of the Union attempted to make manufacturing a public utility and controllable as such.



# Making Air-Cooled Aviation Engines at the Pratt & Whitney Aircraft Company

*By* F. B. RENTSCHLER, *President*

*Early in August, 1925, a small group of men came to Hartford with the determination to develop new types of aviation engines. They were men who had worked together closely, since the close of the World War, designing and supplying power plants for military and naval planes. Their experience in this line was second to none in scope and accomplishment.*

*In a little more than a year and a half, they have developed and marketed a product which is giving employment to more than 250 highly skilled employes, the sales value of whose product in the current fiscal year should approximate three million dollars.*

THERE is no work which requires greater mechanical skill than the manufacture of aviation engines. Materials must be of the finest. Workmanship must approach perfection. The smallest error may well be responsible for a failure and possible loss of life. Appreciating these facts, when, just two years ago we were ready to undertake the production of air-cooled motors, every effort was directed towards finding a proper location for our manufacturing plant. More or less naturally our thoughts turned to the Connecticut River Valley. For many years this section of the country has been well known for its unequalled skilled labor market and generally good manufacturing facilities. In the center of this great district lies Hartford and when it chanced that the Pratt & Whitney Company had on hand certain facilities which were not being fully employed in its regular line of business it was a simple matter to make our decision. The rapid expansion of the Pratt & Whitney Company during and immediately after the war, and the subsequent falling off of the abnormal business were the chief factors in providing this situation.

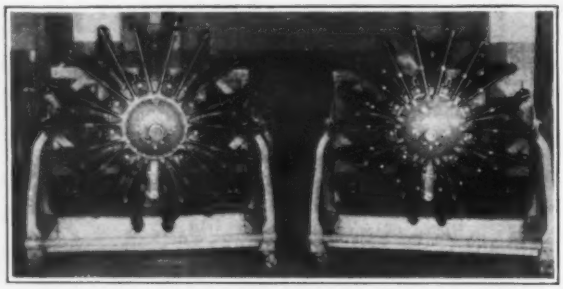
MEMBERS OF THE BOARD OF DIRECTORS OF THE PRATT AND WHITNEY AIRCRAFT COMPANY STANDING IN FRONT OF A FORD ALL-METAL TRANSPORT, EQUIPPED WITH THE "WASP" ENGINE.

*Left to right:* W. B. MAYO, Chief Engineer Ford Motor Company; F. B. RENTSCHLER, President Pratt and Whitney Aircraft Company; GEORGE J. MEAD, Vice-President Pratt and Whitney Aircraft Company; E. A. DEEDS, Chairman Niles-Bement-Pond Company.

We organized as the Pratt & Whitney Aircraft Company in July, 1925, the stockholders consisting of the Pratt & Whitney Company and the present officers of the Aircraft Company. Both from a corporate and management standpoint these two companies are entirely separate. The Pratt & Whitney Com-

pany supplied the factory facilities and made such financial outlay as became necessary to carry on activities, and the destiny of the Aircraft Company was left to its officers, all of whom formed a part of the group referred to above.

Operations were begun in a small experimental shop and in the engineering and drafting department, occupying a small portion of the building which our company now fills completely.

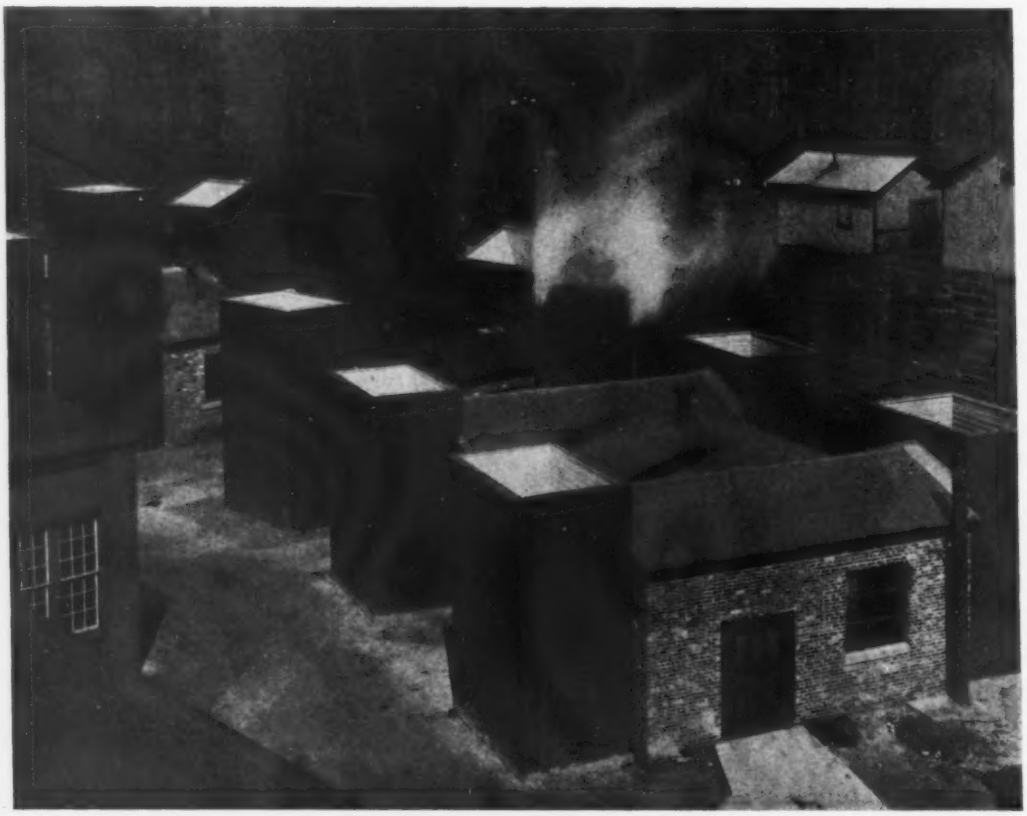


*The "Hornet" (left) and the "Wasp," showing the striking similarity in design. The "Hornet" is 550 H. P. and the "Wasp" is 425 H. P. Eighty per cent of the parts are interchangeable.*

Previous experience in the design and manufacture of both air-cooled and water-cooled types of engines combined with a careful analysis of Naval requirements made in cooperation with the Navy Department caused us to begin the design of a nine-cylinder air-cooled fixed radial type to develop approximately 400 H. P. It became our task to develop the best available engine in this particular field and we knew that if we could accomplish this result, there was a definite demand and market for such an engine.

### The First "Wasp" Engine Completed

WITHIN six months from the time work began, the first experimental "Wasp" engine had been designed and built, and had successfully passed the most exacting Naval fifty-hour type test. The characteristics of this engine were so unusual and its performance so striking that the Navy Department immediately ordered twelve engines for further experimentation.



A BIRDSEYE VIEW OF THE TEST HOUSES

Our first real growth began at this point and soon our experimental facilities occupied almost one floor of the building. In the spring of 1926 these additional experimental engines were available for their flight tests. Then began the hard and competitive trials of the air-cooled engine against the previously used water-cooled power plants of approximately the same size. "Wasp" engines were mounted in the Navy's single and two-place fighters, and Navy experts closely followed the results. Some of these tests were made at the Navy's experimental air station at Washington, and the final tests were made at the San Diego, California, operating base.

### The Navy Orders Two Hundred

BY the end of last summer it became apparent that the air-cooled engine had more than accomplished what was hoped for it. The Navy Department announced its conclusion in favor of the air-cooled type of motor, eliminating the previously used water-cooled types, and placed an order almost immediately with the Pratt & Whitney Aircraft Company for more than 200 "Wasp" engines and a considerable quantity of spare parts. This one contract amounted to more than two and one-half million dollars and almost overnight the Pratt & Whitney "Wasp" took its place as one of the best known and most powerful American aviation powerplants.

This contract was received in October, 1926, but we are so confident of the ultimate success of our "Wasp" engine that the production engineering work of completely equipping our plant and providing the special patterns, tools, etc., was already in full progress. The management of the company had previous experience in the manufacture of this equipment, as well as in design, so that no time was lost in getting under full headway. In December, six "Wasp" engines of the new order were delivered. Deliveries were accelerated so that in March, 1927, we reached the previously planned production rate of twenty "Wasp" engines per month, and a quantity of spare parts, which was equivalent to shipments in excess of $200,000 per month.

**THE promotion of the aviation industry in Connecticut and the development of commercial aviation throughout this section should go hand in hand. Connecticut has every advantage to offer those interested in its development, and in return aviation will bring to our industries that most essential element of trade — market accessibility.**

***— Governor John H. Trumbull.***

**Air transportation is here. It will in the near future be recognized as another regular means at our disposal for the fast movement of mail, express and passengers. Connecticut and New England should make sure that they take part in developing designs and manufacturing facilities for airplanes, seaplanes and other air accessories, because this new transportation will without doubt develop another great and growing industry taking its place alongside the auto, truck, radio and other new developments.**

**Use the Air Mail every day — support your Colonial Air Transport Company. Competition will force you to use it later, so help Colonial now to earn its way and to be ready to serve you when the necessity comes.**

***— Leonard S. Horner, President,***
**Niles-Bement-Pond Company**

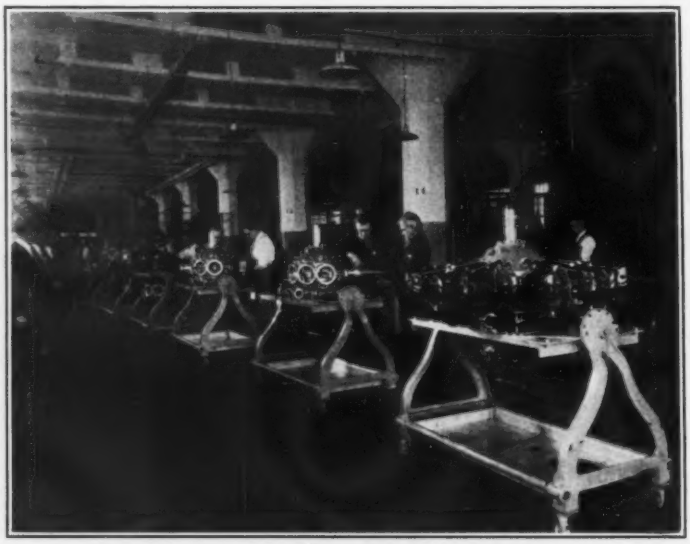
### The "Wasp" in Commercial Planes

FOLLOWING the spectacular tests conducted by the Navy Department during the Summer of 1926, the progress of the "Wasp" development was closely followed by all interested in commercial aeronautics. It is felt that the air-cooled engine will eventually replace water-cooled types for commercial requirements as it has already done in Naval aeronautics. The first commercial experiments with the "Wasp" engine were made by the Ford Motor Company in one of their single-engined transport planes. The results of this experiment are highly satisfactory and the Ford Motor Company is now developing some new types of single and multi-engined planes around our air-cooled engines. A photograph of one of these planes is shown on page three. Recently the Boeing Airplane Company of Seattle, Washington, placed an order for twenty-five "Wasp" engines for use in Air Mail planes. The Boeing Company is the successful bidder for carrying the mail from Chicago to the West Coast. Their operations begin July 1 and all of their planes will be

equipped with the air-cooled "Wasp" engine. The above are typical of a number of very interesting experiments which are now in process for the employment of the "Wasp" engine for commercial purposes.

### A Still More Powerful Engine — The "Hornet"

IN the meanwhile, a new and larger type of air-cooled radial engine developed by our company is now undergoing its flight tests. This engine is called the "Hornet." It is about 25 percent larger than the "Wasp," although very similar in design as may be seen from the illustration. It is intended for use in the larger weight-carrying ships, and is specifically designed for the Navy's bombing and torpedo planes. This engine has completed all of its type testing, and there is good reason to feel that it will meet with the same success as has been experienced in the case of the "Wasp."

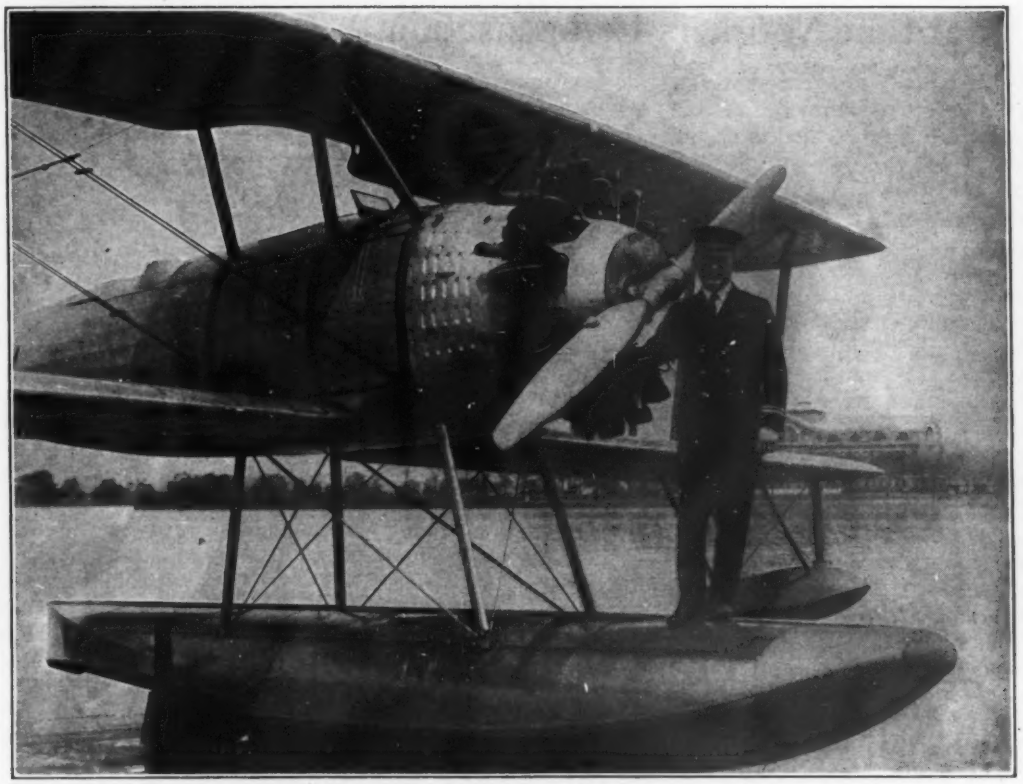


A CORNER OF THE FINAL ASSEMBLY FLOOR SHOWING "WASPS" IN THE PROCESS OF MANUFACTURE.

### Foreign Nations Interested

INQUIRIES looking toward the acquisition of manufacturing rights of the "Wasp" and "Hornet" engines under royalty agreement have been received from almost every foreign country. No negotiations have been entered into by the company because to do so would be in violation of contracts with the Navy Department which preclude the sale or manufacture abroad of types of engines of current interest to our government for Naval purposes. It is, of course, understood that most of these inquiries have in mind the procurement of the engines for military or naval use abroad.

CURTISS "SEA HAWK" (LEFT) AND THE BOEING SHIPBOARD FIGHTER BUILT AROUND THE "WASP" ENGINE. THESE PLANES ARE THE LATEST DEVELOPMENT FOR SINGLE-PLACE NAVY FIGHTERS.



LIEUTENANT GEORGE R. HENDERSON, U.S.N., WITH THE "WASP" ENGINE IN A VOUGHT "CORSAIR" WHICH RECENTLY ESTABLISHED THE WORLD'S ALTITUDE RECORD FOR SEAPLANES, CARRYING A 500 KILOGRAM LOAD. THIS PLANE ALSO HOLDS THE WORLD'S RECORD FOR SEAPLANES CARRYING A 500 KILOGRAM LOAD.

**The Manufacture of Parts, Precision Tools, Etc.**

THE parts used in building the "Wasp" and "Hornet" engines are manufactured almost exclusively by the Aircraft Company. This work is so specialized and exacting that from the beginning it was felt unwise to attempt to procure parts in any other manner. Certain of the facilities however of the older Pratt & Whitney Company are utilized to extremely good advantage, such as the laboratory, heat-treating department, etc.

**The Location Selection Proven Ideal**

AT the present time it is felt more than ever that the decision to begin these operations in New England, and in Hartford, was sound. Much of our success can be directly attributed to what we consider ideal location and particularly to the high quality of skilled labor which seems to be available in unlimited quantities. It has been of considerable advantage, also, to have the unusually good flying facilities which are available at Brainard Field. We have met with every courtesy and desire for cooperation by the officers of that field, and this has been the means of bringing to Hartford a great number of Army, Navy, and commercial visitors who arrive by air. Hartford may well be congratulated upon its splendid foresight.

Our experience in building up our present organization, and the development of our activities to date, leads us to feel that New England should be favorably looked upon by others desiring to enter the aeronautical field. It is impossible to predict the future of aeronautics. It is true that at the present time the only stable field from the sandpoint of manufacturing flying equipment is for military and Naval purposes. While this is interesting work, it is highly specialized, and will probably never constitute a broad field. In the meanwhile, commercial aeronautics is steadily forging to the front. Commercial aeronautics is principally a matter of transportation. When aeronautics is soundly and fully developed for this purpose, the breadth of its application might conceivably reach any limit. To Connecticut it means much — we can conceive of no better place of developing it than here.

# Maritime Workers Compensation Act Effective July 1

THE new Longshoreman's and Harbor Workers' Compensation act, which was passed by Congress in the closing days of the last session, will go into effect on July 1. All members received a bulletin from the Association in April giving them all information then available. Under this act injuries and occupational diseases sustained on navigable waters of the United States are made the subject of compensation under Federal jurisdiction. While it aims principally to cover longshoremen, it actually affects all employers whose operations require any of their employes at any time to load or unload vessels, or engage in any other employment upon navigable waters of the United States.

This legislation grew out of the failure of state compensation acts to cover injuries on navigable waters. It was at one time thought that Connecticut had concurrent jurisdiction with admiralty courts over claims arising out of maritime contracts of employment made in Connecticut by citizens of Connecticut. The United States Supreme Court, however, later ruled (Southern Pacific Company v. Jensen, 244 U. S., 205) that state compensation acts are not applicable to injuries arising out of maritime contracts of employment and occurring in navigable waters, and that congressional legislation seeking to extend their application to such injuries is unconstitutional. Thus a large class of workmen were left without the protection of compensation, and in event of injury had recourse only to admiralty. The new Federal act is intended to take up the burden at the point where state jurisdiction ceases.

The act in substance and phraseology is similar to the New York state act. The basic rate of compensation is 66⅔% of the average wage with $25.00 weekly maximum, and a $7,500 limit on the total amount payable. Medical aid is unlimited both as to time and amount. A waiting period of seven days is provided, but compensation dates from first day of injury if employe is incapacitated seven weeks.

Since the assurance of collecting on a judgment once had is the essence of workman's compensation, the Federal act, like most of the state acts, requires the employer to secure the payment of compensation by insurance in a recognized company or by obtaining permission to carry his own risk. The penalties for failure to comply with either of the security requirements are severe — a fine of $1000 or one year imprisonment, or both.

A report is required from the employer within ten days of any injury, death or ascertainable disease sustained under the act. Failure to make this or any other required report entails the penalty of $500. The employe is required to file a notice within thirty days after sustaining an injury or an ascertainable disease, or in the event of death his dependents must fill out a notice within that time. Failure to do so however, will not bar his claim if the employer was aware of the injury or death and was not prejudiced by the delayed notice. Further, the commissioner may excuse the delay and in no case does the delay operate to bar a claim unless the employer shall have raised the point at the first hearing.

Claims for compensation under the new act must be filed within one year and unless either requests a hearing, an award may be made without further ado. Review and enforcement are matters of injunction in the Federal District Courts.

The act is to be administered through the United States Employers' Compensation Commission and regional deputies who are to be designated by this commission. Although the original plan, it is thought, called for the designation of one of the Connecticut compensation commissioners as a regional deputy to administer the law for this state, the latest plan puts Connecticut under the jurisdiction of the district deputy for New England, with offices in Boston.

Some of the finer distinctions as to when an employe leaves the jurisdiction of the state act and comes under the Federal act, must, of course, remain matters of uncertainty until adjudicated by the United States Supreme Court. One thing, however, is certain — if the employment is such that the injured worker may validly proceed against the employer under the state act, the Federal act cannot apply.

From the viewpoint of the employer, however, there is a question of dual compensation in that his employe may be working on land one minute and on navigable water the next. In cases of doubtful status the advisable thing would seem to be a compliance with the security requirements of the act by notifying the insurer and obtaining an endorsement on the compensation policy, or obtaining a self-insurance certificate under the Federal act. The Association has on hand a supply of self-insurance petitions and other necessary forms.

*Photo by Alden*

AIR-VIEW OF THE PLANT OF THE SEAMLESS RUBBER COMPANY, NEW HAVEN

*The Seamless Rubber Company, manufacturers of hospital and household rubber goods and sporting goods, are this year celebrating their Golden Anniversary. Their particularly advantageous location, from a shipping standpoint, is clearly evident from this picture. This is the sixth of a series of aerial views of Connecticut plants, now being published in Connecticut Industry.*

# Industrial News Around the State

### CONNECTICUT HAT MANUFACTURER HONORED

John Cavanaugh, president of the Crofut & Knapp Company of South Norwalk was the honored guest at a recent banquet of 300 members of the men's hat trade and allied industries. Each year, because of signal service to the industry, one member is so rewarded.

Harry McLachlan, president of H. McLachlan & Company of Danbury was one of four speakers. He urged greater co-operation, unity and a broader spirit among all hat manufacturers.

### AIRPLANE FACTORY AT MILFORD

One hundred and twenty-seven acres at Milford, midway between the Post Road and the water front at Devon, have been bought by the Aircraft Corporation of America. The company plans to erect a factory 150′ x 350′ and to develop an aviation field.

### HYDRO-ELECTRIC PLANTS INCREASE OUTPUT

The advantages of Connecticut's excellent water power were shown the first three months of this year when, despite a shortage of five inches in rainfall, the hydro-electric plants operated by light and power companies produced an excess of electricity over the same period for last year. They produced in this first quarter 74,840,000 kilowatt hours or 22,239,000 kilowatt hours over the same period in 1926.

### DANBURY NOTES

Reynolds and Knudsen, Inc., of Danbury, a newly incorporated concern, is taking over a part of the plant now occupied by the Danbury Electric Manufacturing Company and will manufacture a variety of metal articles. The incorporators are Alfred E. Reynolds, Knud Knudsen and Harry McLachlan.

The Eastern Fur Products Company is adding to its Chestnut Street factory. Included in the addition are a new boiler house, a 75 foot steel smoke stack and complete condensing equipment which will eliminate all odors from fur boiling.

The Paul Martin Hat Company of Peekskill, New York, has taken a five-year lease on the Byrnes factory on Grand Street and has installed machinery and made additions to the buildings. The concern will manufacture hats in the rough, having a capacity of 100 dozen hats a day.

### ORDER YOUR PLANE BY POUNDS

A group of employes of the Veeder Manufacturing Company of Hartford has chartered a big tri-motor plane from the Colonial Air Transport and will fly to New York and back on June 25. Accommodations were requested for ten passengers but it developed that it was weight which must be specified and accordingly L. W. Stevens of that company has agreed to deliver 1700 pounds of foremen and employes.

### HARTFORD ASSOCIATION MEETS

The annual meeting of the Manufacturers Association of Hartford County was held June 9 at the Farmington Country Club and the following officers were re-elected: Charles B. Cook, president; Arthur D. Coffin and George E. Bean, vice-presidents.

Following the business session Samuel Ferguson, president of the Hartford Electric Light Company, addressed the meeting on "Aspects of Power Production Economics" and Howell Cheney discussed the new Compensation Act.

### BELDING RESIGNS FROM BELDING-HEMINWAY

Announcement has been made of the resignation of Frederick Norton Belding of Rockville, vice-president and director of the Belding-Heminway Company. Mr. Belding is the son of the late Alvah N. Belding, founder of Belding Brothers. His resignation follows the announcement of the closing of the Rockville plant and removal of operations previously carried on there, to Putnam and Watertown branches.

### NEW SILK COMPANY IN WINSTED

Dispatches from Winsted state that the Mason Silk Company, a newly incorporated concern, will begin operations July 15 in the plant formerly occupied by the Winsted division of the Belding-Heminway Company. The company will manufacture silk thread and the mill will be under the direction of the president of the new concern, Harry T. Mason. The other officers are: Benjamin Pomeroy, secretary and William O'Hara, treasurer.

About 60 will be employed.

### NEW HAVEN FIRM BIDS FOR CONNECTICUT BRASS PLANT

The Connecticut Brass & Manufacturing Corporation of Waterbury was sold at auction June 9 and Schnee and Schnee, realtors from New Haven, were the highest bidders. Whether the bid will be accepted has not yet been announced. The plant was developed during the war for filling munition contracts for the government. Business troubles followed the closing of the war, coupled with a government suit and the company eventually went into a receivership.

### A PRACTICAL LESSON IN CORPORATION PROCEDURE

A novel plan and one of very practical value is being undertaken by the Hartford Advertising Club. The club will undertake the theoretical manufacture and sale of an actual product and a complete campaign will be carried out after the formation of the corporation and compliance with the state's regulations in filing documents, paying franchise taxes, etc.

A market survey and an analysis of manufacturing costs will be made, while the selection of advertising media and similar subjects will be studied.

### LINDBERGH MEDAL MADE IN MERIDEN

The St. Louis committee in charge of welcoming Colonel Lindbergh home, has placed an order for a gold trophy with the International Silver Company of Meriden. This will be given Colonel Lindbergh on his arrival in St. Louis.

### CHARLES E. VAIL

On May 20, Charles E. Vail, the second oldest employe, in point of service, of the Yale & Towne Company of Stamford, died after an attack of intestinal grippe.

Mr. Vail entered the service of Yale & Towne in 1871 as an office boy. He became head of the bookkeeping department and then of the order department and eventually was transferred to the New York office, later returning to Stamford in the bank lock department.

For a number of years and until his death, Mr. Vail served as secretary of the Stamford Manufacturers Association. He leaves a host of devoted friends.

### GIVES LOOM TO TRADE SCHOOL

The Portland Silk Company, through its superintendent, Linus Carlson, has presented the State Trade School in Portland with a modern silk loom.

According to Frank R. Laney, director, the textile evening class, made up chiefly of supervisors and office employes of the Silk Company, has made such progress that two classes will be held next fall. One will be for beginners, the other for more advanced students.

### BIGELOW-HARTFORD WINS CARPET WOOL DECISION

The United States Court of Custom Appeals has sustained the lower court in the government's appeal against the favorable decision rendered the Bigelow-Hartford Carpet Company in the famous B. A. -6 carpet wool case. The government signed a brief requesting a re-hearing, which was opposed by the Bigelow-Hartford Company and was later denied by the court.

## Federal and State Taxation Service Bureau

*A Few of the New and Important State Tax Law Changes*

### Doing Business in Kentucky

THE Court of Appeals of Kentucky has reversed the position previously taken by that state that failure of a foreign corporation to qualify to do business there prevented the corporation from maintaining an action. The court followed the recent decision in the case of W. R. Williams v. Dearborn Truck Company where it was held that the legislature had imposed a specific fine as penalty for those firms which failed to properly qualify to do business and that no corporation, because of such failure, should lose its right to enforce its contracts.

### New Florida Law Affecting Foreign Corporations

Members attention is directed to the new Florida law which went into effect May 28, and which requires all domestic and foreign corporations to designate an office or place of business within the state for service of process, within sixty days of the passage of the act. Other minor requirements are included and full details will be sent on request of the Association.

### The New Ohio Law

Members doing business in Ohio should be fully informed concerning the new corporation franchise tax law, known as the Aigler Act. A copy of the law and any available information pertaining to it will be sent on request of the Association. Already wide differences of opinion have developed concerning the interpretation of the law. We are informed, but do not assume responsibility for this statement, that the Ohio Tax Commissioner is entirely without authority to require foreign corporations to attach to their forms a list of Ohio stockholders, together with their names, addresses and all shares held by each.

The manner in which a company's books are kept will be an important factor in determining the tax under the new law.

### Alabama Penalties

Word has been received that the new Alabama administration will attempt to bring action against all foreign corporations who have not paid their taxes in that state. We quote the following paragraph from a letter prepared by Mr. Smith, counsel of the Michigan Association who has been investigating this situation for his own organization:

"We think that you should advise any members of your Association who are interested, that they should be very careful to maintain their good standing in that state and not get into default on any fees or taxes due. If any corporation is in fact in default on any past year there apparently is nothing to be done at the present time. The intentions of the present Attorney General will undoubtedly become evident within the next few months."

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### NEW ENGLAND AIR MAIL WEEK

June 26 marked the beginning of New England Air Mail Week, when by proclamation of the governors of the New England states attention throughout this section of the country is focused upon the development of commercial aeronautics.

Read what Mr. Rentschler has to say about Connecticut as a center for the airplane industry.

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*God gives every man more knowledge than he ever uses intelligently.*

# Go After This

ALVAN T. SIMONDS, President of the Simonds Saw and Steel Company, offers $1,500 annually for the purpose of "arousing a more general interest in the subject of economics, as related to individual and general welfare and increasing general economic intelligence and a knowledge of who pays in the end for governmental protection and control." The contest is open to *"everybody everywhere,"* and this year's subject is "Who Ultimately Pays the Taxes?"

The first prize is $1,000, to be awarded by the judges to the writer of the essay which in their judgment is the best submitted. The next in order will receive $500.

Instructions are given below for those entering the contest:

The essays should be written in a popular style, to interest "the man on the street," the average person as well as the technical. They should not be less than 3000 words nor over 5000 words in length.

The essays must be written in English, and preferably on one side of the paper only. An assumed name should be at the head of each sheet. A sealed envelope, with the assumed name on the outside and containing the real name and address, should accompany each essay submitted.

The essays must be original and not previously published, and must not be published nor used in any similar contest before the prizes in this contest are awarded.

The prize-winning essays and the copyrights of them shall become the property of the donor upon payment of the prizes.

The judges will be announced after the close of the contest. They will be selected from experts in economics, business and related activities. Their decisions must be accepted by all concerned as final. The prizes will be paid upon announcement by the judges of their decision.

All communications should be addressed to the Contest Editor, Simonds Saw and Steel Company, 470 Main Street, Fitchburg, Mass. Essays to be considered should reach him on or before December 31, 1927. No essays will be returned. Receipt of essays cannot be acknowledged. Contestants can make sure of delivery by registration.

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*Who reproves the lame must go upright.*

# Association Items

### Vote of Thanks to Compensation Committee

At the last meeting of the Board of Directors of the Association the following resolutions were passed in acknowledgment of the work done by the Compensation Committee, which resulted in the passage of S. B. 132, the new Connecticut Workmen's Compensation Act.

*Resolved: That the Board of Directors of the Association, while realizing the difficulty of adequately acknowledging the work which the Compensation Committee has carried on over the past two years, yet desires to express to the members of that committee the gratitude and appreciation of the Board and the membership at large for the self-sacrificing labor, painstaking studies, and conscientious effort expended in the interests of both employers and employes of the State of Conecticut.*

The members of the committee are: C. B. Whittelsey, Hartford Rubber Works, Hartford, chairman; Howell Cheney, Cheney Brothers, South Manchester; Fuller F. Barnes, Wallace Barnes Company, Bristol; C. H. Granger, Waterbury Clock Company, Waterbury; and C. L. Campbell, Connecticut Light & Power Company, Hartford.

### New Members

Since the last announcement in *Connecticut Industry* the following new members have been admitted to membership in the Association:

Thomas P. Taylor Company of Bridgeport,
Plainville Electrical Products Company of Plainville,
Humason Manufacturing Company of Forestville,
Russell Manufacturing Company of Middletown,
Richmond Radiator Company of Norwich,
Goodyear India Rubber Glove Manufacturing Company of Naugatuck,
Goodyear Metallic Rubber Shoe Company of Naugatuck,
Shoe Hardware Company of Waterbury,
Naugatuck Chemical Company of Naugatuck,
L. Candee & Company of New Haven,
Crofut & Knapp Company of South Norwalk,
Stamford Wall Paper Company of Stamford,
Undine Twine Mills, Inc., of Moodus,
Strand & Sweet Mfg. Company of Winsted,
Sponge Rubber Products Company of Derby.

Applications for membership from several other concerns are pending.

# Interconnections Between Central Power Stations in New England

By CHARLES L. EDGAR

*The Power Committee of the New England Council, whose chairman is Mr. E. O. Goss of Connecticut, has co-operating with it a committee representing the New England Governors and a committee representing the New England power industry. Mr. Edgar, who is president of the Edison Illuminating Company of Boston, is chairman of the latter group. The following article consists of extracts from an address made before a meeting of the New England Council.*

OUR committee was requested by President Lawrence to make a study of the power situation in New England and, if possible, to answer the following questions:

1. What has been the development in New England of the interconnection idea, — that is, in connecting the separate steam or water plants for the purpose of more economic operation?

2. Has this development, as well as the general central station development, been carried forward as rapidly in New England as in the other sections of the United States?

3. What can our committee foretell as to the future policy of New England companies along the broad question of interconnection and general development of the industry in the six New England States?

These questions I shall answer to the best of my ability.

We have constructed a map of New England, showing the various interconnecting lines which have been built during the past few years. In submitting this, I want to make it clear that we feel quite positive that every line on the map either is actually in existence or is under construction, as shown by the dotted lines. While we believe that all existing lines are here shown we cannot guarantee the truth of the statement. We have made every effort to present the true picture by means of correspondence, telephone messages, and by sending representatives to various sections of New England for the purpose of making inquiries.


Some of these lines have been in existence for many years, but the development has been much more rapid during the past three or four years than during the dozen years preceding. Of course you will understand that this map shows only the interconnecting lines. It does not pretend to show the lines radiating from the various sta-

tions to the customers of the respective companies.

### New England and the Rest of the Country

LET us now consider the second question, "How does this development compare with other parts of the United States?"

With the exception of Maine, the density of interconnection in the other five New England states is at least equal to that in the leading Eastern states of New York, New Jersey and Pennsylvania, —perhaps not quite as dense as those centering around Chicago, but considerably more dense than any other part of the United States. The small charts on this page emphasize this a little more definitely.

**RELATION OF NEW ENGLAND TO UNITED STATES**

| | |
|---|---|
| POPULATION | 6.9% |
| AREA | 2.2 |
| **CENTRAL STATION DATA** | |
| INVESTMENT | 7.6 |
| INVESTED IN 1926 | 5.6 |
| CAPACITY IN GENERATING STATIONS | 8.6 |
| NUMBER OF CUSTOMERS | 8.6 |
| OUTPUT OF GENERATING STATIONS EXCLUDING POWER SOLD TO R.R. & RY. | 7.1 |
| TOTAL OUTPUT OF GENERATING STATIONS INCLUDING POWER SOLD TO R.R. & RY. | 6.7 |
| GENERATED BY WATER POWER | 6.7 |
| GENERATED BY STEAM POWER | 6.7 |

From the above data we may conclude:

1. That New England has an investment in the central station business somewhat larger, relative to its population, than that in the entire United States.

2. That the increase in investment in 1926 is considerably less, relatively, than the total investment or the population. This is because New England is more thoroughly saturated, electrically, as shown by its number of customers (which is 8.6% of the total), than the United States taken as a whole.

**NEW ENGLAND**

| | |
|---|---|
| DEVELOPED STEAM POWER | 1,500,000 KW. |
| DEVELOPED WATER POWER | 500,000 " |
| UNDEVELOPED RIVER WATER POWER | 600,000 " |
| UNDEVELOPED TIDAL WATER POWER | 400,000 " |

3. That the output, exclusive of railroads and street railway companies, is somewhat greater, proportionally, than the whole of the United States, whereas if the railroads and street railways are taken into consideration, it is somewhat less than the country as a whole.

4. That in New England the proportion of kilowatt hours manufactured by water power and by steam power is exactly the same as it is for the entire United States.

The chart showing generating capacity, while not making any comparisons with other sections of the country outside of New England, shows by itself the very large installation in generating capacity in New England, how it is divided between steam and water power, and the possibilities of water power development which has not yet been made. It simply emphasizes the conclusions drawn from the other chart.

### Tie-Up Between Boston and Chicago

THERE has appeared in the public press within the past few months a statement that New York and Chicago had been tied together, electrically, and that electricity manufactured in Chicago was being used to light the Back Bay of Boston, and on the other hand electricity manufactured in Boston was used on State Street, Chicago. An experiment along these lines was actually carried out, but the papers featured it somewhat more vividly than was justified by the actual occurrence. It is true that Boston and Chicago were physically connected during this experiment, and that current was transmitted either in one direction or the other throughout the entire thousand miles of electric circuit. It does not mean that any Boston current really reached Chicago, or vice versa, but it does mean that all the companies, including the Boston at one end and the Chicago at the other, were tied together through circuits. They were all in phase, as we call it, and, in fact, that current was transmitted through the entire distance. Eleven companies were interested in this experiment, and the line leaving Chicago extended through Illinois, Indiana, Ohio, Pennsylvania, New York and Massachusetts. The lines used were, generally speaking, the shortest distances between these two points, and as far as New England is concerned it furnished a more direct line than most of the other states, — that is to say, interconnection is further developed than

in New York and Pennsylvania, and about equal to Indiana and Ohio.

If my conclusions are correct, as shown both by the chart and the above figures, you will see that New England is holding its own in its electric development as to interconnections, investment, kilowatt hours, and water power development.

### A Policy for the Future

THE third question is not so easy to answer, as it does not deal with facts, but with opinions.

In the first place, I shall try to show you that the central station business of New England and of the rest of the United States, as well as the interconnection systems of New England and those of the rest of the country, are growing along absolutely normal lines. We have had two illustrations of this principle in our industrial life, or rather in our transportation development, and I will give you a comparison which I think will form a background for later discussion of this.

The first of these developments is the Federal or State construction of highways, and the second is the development of the privately owned steam railroads of the United States.

Using the Lincoln Highway as an illustration of highway construction, let us study the methods by which it has been and is being developed. Of course the title "Lincoln Highway" has kept this particular development in the public eye. If it had been designed merely as a method of connecting up existing systems of roads so that a main thoroughfare would be created between New York and San Francisco, it would, as a matter of fact, have attracted very little attention. The name, however, caught the public eye, and today, or if not today, at some time in the near future, one can travel from coast to coast seeing the Lincoln Highway sign throughout the entire distance.

As a matter of fact, the road from New York to Philadelphia was in existence long before the name "Lincoln Highway" was thought of. Some changes have been made, corners have been cut off, roads have been straightened, but these all would have come about in due course. What is true between New York and Philadelphia is true between many other cities on the line of the Lincoln Highway. There were, of course, certain districts that were covered with automobile roads which were separated by many miles from other districts covered in the same way. These districts, where they came close to one another, were connected by a first-class road, and the Lincoln Highway, therefore, came into existence between these centers. Whereas the open gaps were small in the East, they became larger as one traveled westward, and even now some gaps are not yet filled. The Lincoln Highway, when completed, will be nothing more than an interconnection system, enabling the citizens of one city to travel to neighboring cities, and citizens of those, in turn, to travel to other cities, and so on *ad infinitum*.

Another illustration: The steam roads of our country, a half century ago, were in a situation similar to that of the automobile roads of fifteen years ago, or to our power line situation as it is today. The interconnection in steam roads has been practically completed, whereas the automobile interconnections are in process, and the power line interconnections are just beginning.

Referring to the railroad analogy, the Pullman Company, by an arrangement with all the roads, has enabled passengers to go from New York to Chicago, or from Chicago to San Francisco without change. It is merely an interconnecting system, providing an interchange of passengers from one community to another with ease.

If the Pullman Company did not exist and there were no company doing their sort of business, the effect upon the railroad companies' investments would be tremendous. If the Pennsylvania Railroad, for example, had to own all the parlor, sleeping, and dining cars required to take care of the peak of its business, and every railroad in the country had to do the same thing, the number of cars of this character necessary to be owned by all the railroads would be far in excess of the number now owned by the Pullman Company. If, in order to preclude some of this tremendous investment, an arrangement were made between these companies for borrowing one another's equipment, it would cut down some of this investment, but it would nowhere nearly reach that which now exists as a result of the Pullman Company's existence.

Now let me draw a similar parallel in the public utility business: If the Boston Edison Company, for example, were not tied in with any other company, it would have to provide an excess capacity in its stations of an amount equal to at least one of its standard units. That is to say, if its station had six 30,000 kilowatt units it would need in reserve at least one 30,000 kilowatt unit. If it had only three units it would still need one additional set. In

the first case the reserve would be 16⅔% and in the second case it would be very much larger, namely, 33⅓%. As in the case of the Pennsylvania Railroad, it would be equivalent to its owning all its cars.

For the same reason that interconnection among the railroads has enabled the products of one district to be easily transported to another and thus to be of advantage to both districts, the construction of these interconnecting power lines is enabling water powers, on the one hand, and steam powers, on the other, to work hand in hand. Until very recently steam powers could not avail themselves of the advantage of cheap water power for their base load, neither could water powers gain the advantage of steam connections for reliability. This development, therefore, has marked a new era in combining the advantages of steam and water power into one enterprise.

### Interconnection Inevitable

THE conclusion that I want to draw from all this is that the highways for automobile traffic and the power lines of the country are all working in the direction of saturation, a saturation which was achieved by the steam railroads many years ago. The electric power companies and electric interconnections are going through exactly the same program that the steam roads went through when they were in the process of building.

Interconnection is just as inevitable in electric circuits as it is in the world of transportation. The various steps by which this will be brought about are just as unknown as they were in the railroad world a quarter or a half century ago. All that we can say is that they are bound to come if experience in other lines is any criterion.

### Filling the Gaps in New England

WHILE it is true that there are a great number of interconnections in New England, it is equally true that there are a great many gaps between these interconnecting lines which have not yet been filled. While I think we all agree that within a reasonable number of years all these gaps will be filled, and that the district will be saturated in exactly the same way that the Lincoln Highway will be built and that the interconnection of railroads has actually been accomplished, I have no doubt that you are asking yourselves this question — "How soon is it reasonable to expect that any individual gap will be filled in, and who will probably do it?" In the same way that the Lincoln Highway is making much greater progress in some states than in others, because of the financial condition of each state, the need of the road or the progressiveness of its government, so in our business some of these gaps will be filled in sooner and some later, for exactly the same reasons. The ability to raise money, the business conditions prevailing throughout the district, the progressiveness of the owners of the properties to be connected, all have a very distinct bearing upon the program that is likely to be followed in any specific case. The railroad world of twenty-five or fifty years ago had the same question. Many of you can remember when there were probably twenty separate corporations operating railroads in this part of New England, and that from the situation of twenty separate roads in that day to the system of today there have been many steps. Without attempting to be specific, the twenty roads were consolidated first into fifteen, then ten, then five, and finally the present system emerged. If, at the time when there were twenty companies, the question had been asked which I am now attempting to answer for the power companies, "What is the next move?" no one could have foreseen which of the various consolidations would first take place. About all they could say was that the tendency for any given concentrated district was ultimately to be toward one corporation. I do not, of course, mean one corporation for New England, or one for each one of the six states, but I mean one corporation for each center of population. How much farther consolidations will continue in the railroad world nobody can tell; neither can they prophesy how much farther consolidations will go in the electric world. All we can say is that at the moment we have not caught up with the natural and normal combinations which are bound to take place if we are to be guided by what actually has taken place in other lines.

If what I have tried to tell you is true, we all have reason to be proud of New England. It is not lagging behind the rest of the country and if the electric power business is any criterion, it is considerably ahead of the rest of the United States. It is more nearly saturated, and for that reason will need less new money in the years to come than if this condition did not exist. It has developed its water powers at least as fast as the rest of the United States, and has in reserve more than it has as yet developed. This leads those of us who are connected with this industry to the conclusion that it is not slipping, as some people have claimed, but that it is more than holding its own.

# Junior Achievement in Connecticut

*By* E. H. DAVIS

NEW ENGLAND industry was, is, and will be an expression of New England artisanship. But the artisan of today — and even more of the future — should know more than the artisan of the past, for his work has become collective, collaborative and corporate. That is why industrialists have given their approval so strongly to the work of Junior Achievement: why Theodore N. Vail, Horace A. Moses, and their associates conceived it in the beginning and why Connecticut leaders of industry are interested in advancing its progress in our state today. Junior Achievement is the humanistic education of boys and girls in craftsmanship of hand and head, conducted upon a business basis.

If you had been in Waterbury the last Friday in May, or in Hartford the first Friday in June, your industrial heart would have warmed to see what the next generation is doing to preserve the lead of the United States against the mechanical challenge which even the oriental nations are issuing to us, in their friendly rivalry for economic service. Various clubs of boys and girls were demonstrating what the Junior Achievement program had done for them. Whether in decorative sheet metal book-ends, model yachts, clothing, or cookery, the children showed that they knew where to buy their raw materials, knew their costs, knew that they should not waste, knew how to keep their accounts, knew how to manufacture with a craftsmanship that brought real satisfaction to both the artisan and the judge, knew what prices were necessary to produce a profit, knew where to find the market, and knew how good it seems to declare dividends. Training in that greatest business of "feeding the family" and clothing it was effectively shown.

Two concrete illustrations taken from work going on in Connecticut and duplicated many times in other states will serve to clarify the purposes and results of Junior Achievement. If there are relics of the unbusinesslike in the stories, such slight defects may be charged not only to the youth of the children but also to the youth of the program.

A group which consisted at first of four girls about fourteen years of age was organized in Waterbury under the name of "The Big Four." The activity selected was cooking and it was decided to engage immediately in a real business enterprise. Accordingly the club began at once to bake fancy cakes and cookies, which were placed on sale through the Woman's Exchange. As the girls gained in skill the sales increased, but a study of expenses and receipts revealed only a small balance. This led the club to look for a way to deal directly with the public, thus eliminating the 25% commission paid the Exchange. Appreciating their efforts, one of the leading ice cream and candy parlors in the city offered the privilege of selling their wares direct to its customers, generously allowing them 100% of the receipts. The popularity of their cooking spread and today the girls are not only supplying the demand in the store but are filling many private orders. They have built up a profitable business and incidentally have learned to do both fancy and plain cooking. The girls get their orders, study the recipes, purchase the necessary materials, mix, bake and deliver. They keep exact accounts. They are learning economy, thrift, and business management.

And now, the other. The Watkinson Farm School, in Hartford, last February organized two clubs, the Trojans and the Handicraft Club, with twelve boys, from twelve to fifteen years old, in each club. The clubs were organized on a business basis, the boys subscribing to the share of ownership to raise the necessary capital to start the business of manufacturing handicraft articles for sale. To carry on the business, each club elected a president, secretary-treasurer, purchasing agent, production manager, sales agent and publicity agent. Production of toys, door stops, curtain pulls, napkin rings and garden sticks began immediately and through the efforts of the sales agents many articles were disposed of through the Woman's Exchange of Hartford and through private sales. These boys purchase their materials, manage the production and sales, keep their books and are learning much about business through this practical experience. They are coming to appreciate the power and delight of work and the value of effort and skill. Not the least valuable lesson they are learning is that labor has its reward, for on June 1, four months after their business was organized, each club was able to declare a cash dividend of 60% and each boy received fifteen cents on each twenty-five cent share he owned in the company. Needless to say, these boys are enthusiastic.

The national parent of Junior Achievement

*(Continued on page 19)*

# Transportation

### PEASE TAKES CHAIRMANSHIP OF TRAFFIC COMMITTEE

It was with the greatest regret that the Traffic Committee of the Association at its last meeting, received the resignation of its chairman, Raymond L. French of Bridgeport. Mr. French, who has most efficiently directed the activities of the committee for more than six years, has found that the obligations of his own business will no longer permit his carrying on the many duties of chairman and he asked to be relieved although consenting to continue as a member of the committee.

As Mr. French's successor the Traffic Committee nominated W. H. Pease, traffic manager of the Bridgeport Brass Company who has been a very active member of the committee for several years. Mr. Pease was asked by the Board of Directors to accept the appointment and has consented.

At its meeting on May 25, the Board passed the following resolution:

RESOLVED: *That the Board of Directors of the Manufacturers' Association of Connecticut extend to Mr. R. L. French upon his retirement as chairman of the Traffic Committee of the Association, their deepest appreciation of the keen knowledge, tact and judgment, and the loyal support and interest which were ever unfailing during his years of service in this capacity, and that it is the hope of the Board that the Association may still be privileged to enjoy a continuation of the close relationship which has existed, through his continued membership on the committee.*

### NEW HAVEN MAKES NEW APPOINTMENTS

Mr. G. M. Wood, Freight Traffic Manager of the New Haven has announced the appointment, effective June first, of R. A. Flynn as Assistant to Freight Traffic Manager and W. J. Landon as Assistant Freight Agent and Commerce Assistant.

### CENTRAL NEW ENGLAND ABSORBED

June 1 marked the ending of the existence of the Central New England Railway Company as an operating unit. On that day it was absorbed by the New Haven and its lines allocated to various divisions of the New Haven Railroad.

The Central New England came into being in 1899, through foreclosure of the Philadelphia, Reading and New England Railroad Company. In 1907 a new company was organized bringing together half a dozen lines. The New Haven, previously held practically all of the capital stock of the new company. It recently secured the remaining two shares.

### MINIMUM WEIGHT ON FERRY AND TRAP CARS

This matter was discussed at the last meeting of the Traffic Committee, Messrs. Atwater and Pease having met with representatives of the Associated Industries of New York State to discuss difficulties arising from the lower minimum of eight thousand pounds in New England as against twelve thousand pounds in Trunk Line Territory. On June 24 another joint conference will be held at which the Association will be represented by members of its Traffic Committee who will emphasize the necessity of making certain that cars to customers can be placed.

### NEW LEGAL HOLIDAYS

The Committee on Demurrage, Storage, Reconsignment and Diversion of the American Railway Association announces the addition of three new holidays which should be added to their list of September, 1924:

These are:

Delaware, Armistice Day, November 11
Ohio, Armistice Day, November 11
Kentucky, Robert E. Lee Day, January 19.

Any members who desire the complete list, which is a very voluminous one, may secure it on request of this Association. Members' attention is also directed to the fact that Armistice Day is now a legal holiday in Connecticut.

### JOSEPH R. BRENNAN

Members of the Association who have not previously learned of this will be shocked to hear of the death on June 9 of Mr. Joseph R. Brennan, superintendent of the American Railway Express Company. Mr. Brennan frequently attended the meetings of the Traffic Committee and his help and cooperation in untangling many knotty problems has been of inestimable value to the committee and to members of the Association throughout the state.

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### BUILDERS

"To each is given a bag of tools
A shapeless mass and a book of rules;
And each must make, ere life is flown,
A stumbling block or a stepping stone.
"Isn't it strange that Princes and Kings
And clowns that caper in sawdust rings,
And common folks like you and me,
Are builders for eternity?"

— *Author Unknown.*

## JUNIOR ACHIEVEMENT

*(Continued from page 17)*

is at Springfield, Massachusetts, with work now going on in eight states. Its first full fledged descendant is Connecticut Junior Achievement, incorporated in December, 1926. The central office at Middletown has a state director in charge, who radiates to the various cities and towns, turning the boys' and girls' clubs that are already in existence into "Junior Achievement" clubs, that is, guiding their programs into the activities of industrial preparedness.

In its six months career the Connecticut office has already brought in 160 clubs in addition to the 40 in the New Britain Foundation which was previously organized. Twenty-nine Connecticut cities and towns now have Junior Achievement clubs, totalling 2,000 members.

Governor John H. Trumbull hits the mark when he says:

*"It is our obligation as citizens to train boys and girls not only in recreation but also in business and industry. We should train them in their susceptible years and under competent leadership. This Junior Achievement movement is a step in the right direction and I am heartily in accord with it."*

## *FAITH*

By ARTHUR SOMERS-ROCHE

*They say that You are dead . . .*
*We know so little in this world of ours.*
*Yet when the fall and winter kill the green,*
*And when the sun sets o'er the western hill,*
*We do not say that Earth is dead;*
*We do not say that Light is dead;—*
*For we have seen the spring in its lush glory,*
*And we have seen the sunrise,*
*And what we see we know is true.*
*So this we know that all that seems to die*
*But changes. . . .*

*And so the lovely frame that once held You*
*No longer holds you — that is all;*
*E'en as the tree no longer holds the green;*
*E'en as the waning day no longer holds the sun;*
*As winter melts before the rush of spring;*
*So does that frame which I called You,*
*But which was not You, any more than yon dead tree*
*Is summer,*
*Yield to another frame. . . .*
*I hear the murmur of the ice-clad brook,*
*I hear a robin sing a note of spring.*

## M. A. C 's Views on Current News

A friend of ours inquires whether our son is still living in Chicago. We don't know. We haven't heard from him today.

* * *

Headline — "Chamberlin stuck in mud near Berlin." That boy comes from Iowa. He should feel at home.

* * *

Chamberlin and Levine were sorry because they couldn't reach Berlin. Don't weep Clarence, four million of us tried it and didn't make it.

* * *

The International Rotary has admitted Germany to membership. We can now call Hindenburg, Paul.

* * *

Lindy is now back on the straw hat ad page. Fame is a fickle dame.

* * *

Abe Martin says, "Now-a-days World Records don't last until you can get them home."

* * *

Radio experts say, "Radio audiences have the opportunities for acquaintances with the model liturgurical music of complex polyphonic texture." Oh my, yes!

* * *

Earl Carroll was still unconscious when he was carried into Atlanta. That bath tub fluid must have been strong.

* * *

A London chimney sweep is to publish three books in the near future — no sootier probably than *Elmer Gantry.*

* * *

"Better remain silent and be thought a fool," says a friend of ours, "than speak and forever remove all doubt."

# Sales Exchange

*In this department members may list without charge any new or used equipment or supplies. All copy must be in the hands of the editor by the fifteenth day of the month preceding publication.*

### FOR SALE

Steel

35,000 lbs. cold rolled steel in coils 3" x .025".

Address S. E. 170.

Stock Bins

300 wooden stock bins, 4' square with sliding doors. Could use carload of shooks which might be made part of trade.

Address S. E. 171.

One Addressograph Machine

Model F. 1, in first class condition.

One Steel Addressograph Cabinet

Olive green finish, height 30", width 17", depth 23".

One Commercial Duplicator

Made by the Duplicator Manufacturing Company, 16 x 18 bed.

One Egry Register Machine, Model No. 505.

Address S. E. 166.

Cafeteria Equipment

Complete cafeteria and kitchen equipment to take care of 250 persons at one sitting. Equipment will provide 500 meals. More information on request.

Address S. E. 167.

Celluloid

400 sheets pink and blue celluloid 20" by 50" by .020. This is an overstock of new material, never having been out of the cases.

Address S. E. 169

### FACTORY SPACE

18. FOR RENT. In Meriden, about 50,000 sq. ft. in any one of several buildings, all of heavy mill construction. Owner is now using part of plant but would rearrange to suit tenant. Diagram of layout will be sent upon request.

17. FOR SALE. Desirable property in Meriden. Going concern will dispose of property, either with or without machinery.

Lot 50' x 252' facing paved streets front and back. One block from freight station.

Buildings 34' x 85', with basement, 2 main floors and attic. Designed for heavy machinery. Also brick storage building, 14'6" x 7'.

New heating plant, forge, battery repair and charging apparatus.

Machine equipment includes lathes, planer, Cincinnati Miller, grinders, drill presses, hardening furnaces. Patterns for power presses, drops, gears, etc.

Further details on request.

# Employment Service

*This department is open to members free of charge. All copy must be in the hands of the editor by the fifteenth day of the month preceding publication.*

EXECUTIVE — 37 years old, married. Sixteen years' experience in accounting, auditing, systematizing, and office administration. Would like position of treasurer, comptroller, credit manager, chief cost or general accountant or department head. Address P. W. 269.

PRODUCTION MANAGER — 35 years old, married. College graduate and one year at Tuck School of Business Administration. Five years' experience, three in charge of costs and two as assistant production manager. Address P. W. 270.

ASSOCIATION SECRETARY — 34 years old, married. University education. Experience includes teacher at boys' school, educational director for Y. M. C. A., manufacturing research and cost analysis for trade association. Present position includes developing policies and plans, working out extension campaigns, making addresses besides compiling and analyzing statistics. Address P. W. 271.

GENERAL MANAGER — American, married, age 39. University graduate with degree of mechanical engineering. Served apprenticeship in machine shop. Connected with Westinghouse organization doing economic research work, which gave valuable diversified experience on all kinds of motors, engines, etc. Also versed in details of industrial management such as planning, routing, purchasing, time and motion study, budgets, sales promotion and market analysis. Address P. W. 272.

INDUSTRIAL ENGINEER — Age 28. College graduate, B. S. degree. Familiar with French, Italian, Spanish, and German. Connected with aircraft company and for the last 5 years industrial engineer which included making large industrial surveys. Understands accounting and time study. Address P. W. 268.